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OUR TRIP TO MACON, GEORGIA

The Cow Boy Band returned from Macon, Georgia, last Monday morning, where it had been in attendance upon the Confederate reunion.

The Junior editor of the Signal accompanied the band and as many of our readers will doubtless be glad to read of the floods and general conditions in the old states, I will make a short sketch of our trip.

Our special car was attached to the east bound Texas and Pacific train at Roscoe Friday night, May 3rd, and our long journey to the hills of Georgia was begun. We started out with the expectation of having to swim when we got down into Louisiana and was not looking for much rain or water until we reached the state line, but to our surprise it began raining on us at Abilene and did not let up until we reached Macon, Ga. We did not see the sun but one time from Friday to Tuesday evening.

At Fort Worth, our car was attached to the Van Zandt special which was scheduled to leave at 8:30 Saturday night. The train was in two sections and at first we were very much disappointed when we learned that we were on the second section. The following Monday, however, we were thankful that we were not on the first section.

We crossed the Texas-Louisiana state line about 10 o'clock Sunday and it was not long before we got our first glimpse of the lakes and the swamps. The excessive rains had long since filled them to overflowing and in many places the fields and plantations were under water. We were routed over the Texas and Pacific to New Orleans, but at Delta, La. the rains

were around by Jackson and Meridian Mississippi. We did not get to see any of the wreckage until on our return. The wreck occurred just as the train was approaching a small trestle over a ravine. An eye witness states that he was watching the train, when suddenly the engine seemed to rise or hump up and then stagger and topple over, roll down the embankment and land bottom side up in a ditch. The baggage car also landed bottom side up; the two chair cars telescoped each other and then rolled down the embankment.

The engineer and fireman were both caught under the engine and crushed to death and it is a wonder that every one in the coaches was not killed or injured. No one seems to know the exact cause of the wreck. An experienced locomotive engineer, at Hattiesburg, while talking to me about the disaster stated that he believed the unfortunate engineer pulled the throttle open too wide and the sudden turning on of the steam caused the engine to buck up and the small trucks were lifted clear of the track. He stated that he had a similar experience once and was confident that that was what happened in this instance. This second detour or change of routes threw us still further behind and we did not get to Macon until Tuesday evening about four o'clock, just a little over 24 hours late and too late to witness or take part in the opening ceremonies of the reunion.

All through Mississippi, Alabama and Georgia the crop conditions were pretty much like that of Louisiana. On the hill sides some fields of corn and cotton were noted but the weeds and crab grass were so prolific that it is doubtful if the ground dries out in time for the farmer to get in to the field with his plow or hoe and save anything at all. In talking to some of the

most popular organization at the reunion.

Thursday was the big day at the reunion. It was parade day. Fully 15,000 people were in the line of march, several hundred automobiles and other vehicles. An enormous host of men, women and children and almost the entire population of Macon thronged every street traversed by the parade and cheered themselves hoarse at the inspiring spectacle of the gray haired veterans who suffered for them marching manfully abreast to the martial chords of two score of bands, escorted by great and brilliant contingents of beauty and manhood of the South.

The procession was estimated as being four miles in length and a little over two hours passing any given point.

The Cow Boy Band was placed at the head of the Texas division and judging from the way the people along the route yelled "Texas" our division must have carried off first honors. The kodak fiend was present in all his glory and all along the line of march some one was continually in front of us taking a picture of the cow boys to carry home with them as a souvenir of the reunion. The moving picture firms also were on the ground and made several films of the entire parade.

The literature carried with us was not hard to dispose of. Everyone seemed anxious to get one of the little booklets. In the course of time we feel confident that this bread cast upon the waters will return to us two-fold.

The return trip was made over the same route with the exception that we came direct from Meridian to Hattiesburg and New Orleans. We left Macon Thursday night 5. Nothing more.

con. I heard many nice compliments passed on them while there. I believe that results from this trip will prove very beneficial to your section of the country. The band won the respect of everyone present. They were a nice, gentlemanly, well behaved lot of men.

Yours truly,

C. F. WOODS

Gen. Travelling Pas. Agent. Queen & Crescent R. R.

Our entire party feels very grateful and appreciates the treatment accorded them by the railroad officials. Mr. J. A. Chilton, travelling passenger agent of the Texas and Pacific, and Mr. C. F. Woods, travelling passenger agent of the Queen & Crescent went with our train and exercised every precaution and all diligence to see that we had a safe and pleasant trip.

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